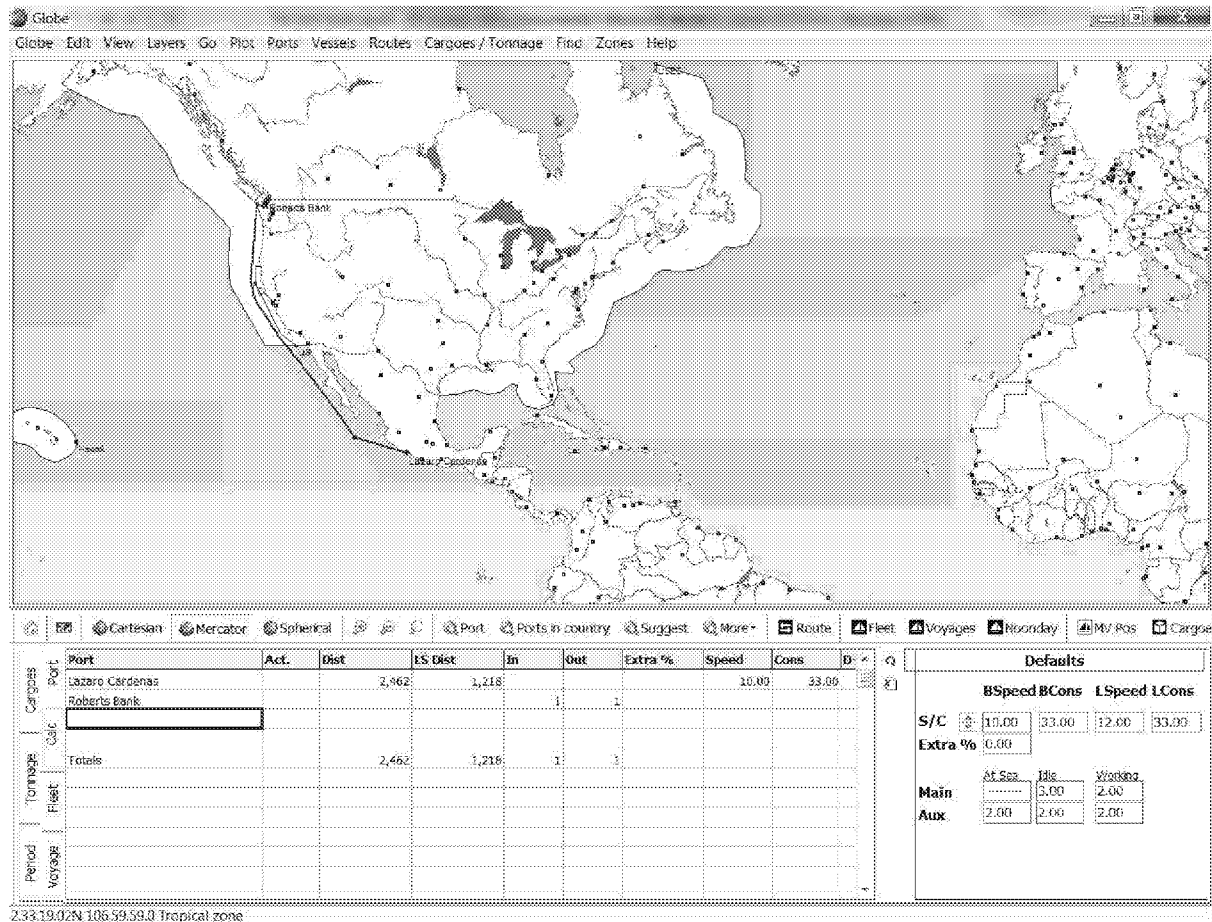


VOYAGE PLAN:

LAZARO CARDENAS TO ROBERTS BANK, VIA US ECA.



VOYAGE INSTRUCTIONS SENT TO CAPTAIN:

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TO: MASTER OF M/V BULK JAPAN

DEAR CAPTAIN Syrel F. Arcenal

PLS FIND BELOW OUR VOYAGE INSTRUCTIONS.

CHARTER PARTY DATE: 30 / 09/ 2014

OWNERS: Global Chartering Ltd.

VOYAGE CHARTERERS: AM Sourcing

LOADING PORT: Roberts Bank

LAYCAN: 5-15 Oct
DISCHARGING PORT: Praia Mole
CARGO: coal, 1 grade
QUANTITY: 75,000mt +/-10%
PLEASE LOAD MAX QUANTITY TO MAX Summer draft

PLEASE SEND US BREAKDOWN OF YOUR CALCULATION AS PER FORMAT BELOW.
Please provide us with two provisional stow plan one basis loading up to max summer draft and second max cp qyt

PLEASE NOTE NO RESTRICTION AT LOAD/DISCHARGE PORTS
STOWAGE: all holds

BUNKERING INTENTIONS: we will bunker your good vls at Roberts Bank to safely complete this voyage

Please make sure vessel consumes LS IFO and LS MGO only when required as per IMO and local regulation. For local regulation concerning the use of LS MGO at the anchorages of EU Ports please check with your Ship Operators and the Agents.
Also please make sure that switchover from LS IFO to HS IFO on leaving ECO areas is carried out within the minimum required time to avoid overconsumption of LS IFO.
Please send us switchover reports as per the following format:

DATE / TIME ENTRY/EXIT ECA :
POSITION :
CHANGE OVER COMMENCED :
CHANGE OVER COMPLETED :
HSFO/LSFO CONSUMED FROM NOON UNTIL COMPLETION OF SWITCHOVER:
ROB AT COMPLETION OF SWITCHOVER :

SPEED: PLEASE PROCEED AT FOLLOWING SPEED
TO LOAD PORT: MINIMUM MCR CONFIRMED BY THE OWNER
TO DISCHARGE PORT: MINIMUM MCR CONFIRMED BY OWNERS

ROUTING: PLEASE FOLLOW WEATHERNEWS REPORTING PROCEDURES AND RECOMMENDATIONS

PLEASE NOTE INFORMATION BELOW FOR YOUR GUIDANCE.

LOADPORT RESTRICTIONS:
Pls see attachment

DISCHARGEPORT RESTRICTIONS:
Pls see attachment

HOLDS CLEANING REQUIREMENTS:
HOLDS TO BE SWEEPED AND WASHED READY TO IN ALL RESPECTS TO ACCEPT THE INTENDED CARGO.
HOLDS AND HATCH COVERS MUST BE CLEAN, DRY, FREE OF BALLAST WATER, free of residues of other cargo, free of rust scales/loose rust, free of smell and suitably vented to provide a safe atmosphere for holds entry.
Please ensure that the holds' hatches are watertight, ship supplied holds lighting is in order and all

markings are easily read.
HATCH COVERS SHOULD BE WIDE OPENED UPON BERTHING.

PLS ADVISE US HOLDS CLEANING DAILY PROGRESS REPORT UNTIL THE WORK IS COMPLETED.

PLS CHECK ALL REQUIREMENTS IN PREARRIVAL AND ARRIVAL INFORMATION AND DOCUMENTATION WITH THE AGENTS DIRECTLY (ALSO ANY RESTRICTIONS IN NAVIGATION ETC).
AGENTS AT LOADPORT
LBH Canada (Head Office)
EMAIL: ben.rego@lbhcanada.com; info@lbhcanada.com

T: + 1 604 599 8103 | F: + 1 604 599 8105 | M: + 1 604 762 2314
Suite 408, 13383 - 108 Avenue
V3T 5T6 Surrey, B.C.
Canada
[LBH Canada \(Head Office\) | www.lbh-group.com](mailto:LBH Canada (Head Office) | www.lbh-group.com)

PLS SEND THEM ALL PRE-ARRIVAL INFORMATION AND 15 / 10 / 7 / 5 / 3 / 2 / 1 DAY / 12 HOURS ETA NOTICES.
PLEASE COPY DISCHARGING PORT AGENTS IN ALL YOUR ETA NOTICES TO LOADPORT AGENTS.

AGENTS AT DISCHARGING PORT
João Chagas | Operations
Orion Rodos Maritima e Portuaria Ltda.
Av, Jeronimo Monteiro, 1000, Ed Trade Center – Gr 1020 | Centro
Vitoria-ES-Brazil | ZIP 29.010-935
Phone: 55 27 3325 2224 | Fax: 55 27 3315 8080
Mobile: 55 27 99913 2497
Skype: joaochagas4
Email: operations.vix@orionrodos.com Website: www.amorion.com.br

PLS SEND THEM CARGO INFORMATION AND ETA ON SAILING FROM LOADPORT AND AFTERWARDS ALL PRE-ARRIVAL INFORMATION AND 20 / 15 / 10 / 7 / 5 / 3 / 2 / 1 DAY, 12HRS ETA NOTICES.

PLS SEND THEM ALL PRE-ARRIVAL INFORMATION AND 15 / 10 / 7 / 5 / 3 / 2 / 1 DAY / 12 HOURS ETA NOTICES.

PLS SEND ALL YOUR ETA NOTICES, NOTICE OF READINESS ON ARRIVAL AT LOADPORT, ALSO ARRIVAL AND DEPARTURE REPORTS AT LOADING AND DISCHARGING PORTS IN COPY TO THE FOLLOWING ADDRESS: NOTICES(AT)ARCELORMITTAL.COM .

PLEASE COPY US IN ALL YOUR CORRESPONDENCE WITH THE AGENTS.

ON ARRIVAL AT LOAD/DISCHARGING PORT PLS TENDER NOTICE OF READINESS WHETHER IN BERTH OR NOT AND ENSURE VESSEL IS IN ALL RESPECTS READY TO START CARGO OPERATIONS.
PLS DO YOUR BEST TO SECURE NO DELAYS IN LOADING/DISCHARGING DUE TO VESSEL AS ALL SUCH DELAYS ARE DEDUCTED FROM LAYTIME.

PLS ADVISE YOUR CARGO INTAKE (DWCC) CALCULATIONS (AS PER FORMAT BELOW), SAILING AND ARRIVAL DRAFTS AND STOWAGE PLAN:

DWT AT ___ M DRAFT IN (PLS STATE ACTUAL DENSITY):
EQUIVALENT DWT IN SALT WATER (1.025) WILL BE AT ___M DRAFT
CONSTANTS:
FW:
IFO:
MDO:
CARGO TO LOAD:

TO MAXIMIZE THE CARGO INTAKE PLEASE SECURE FRESH WATER AND UNPUMPABLE BALLAST ARE KEPT AT MINIMUM POSSIBLE LEVEL.

Please secure the following procedure for unpumpable ballast:

- ballast tanks need to be stripped when the vessel has a good positive trim and soundings are taken and documented (including the trim/drafts readings) at the time when stripping is completed for any particular tank and the quantity of unpumpable ballast in the tank is minimum possible
- give the soundings/timing/trim records to the draft surveyor at the time of draft survey to show the actual quantity of unpumpable ballast the vessel has on board
- If the draft surveyor does not agree with the vessel's recorded residual ballast quantity figures and uses the zero sounding quantity per tank sounding tables on completion of loading, then please record your protest on the draft surveyor report or issue a letter of protest which please send to the Agents and your ship operator.

If the shippers are unable to supply your vessel with a full and complete cargo in accordance with your stowage plan please follow this procedure:

- issue Notice of Short Shipment before signing mate's receipts/bill of lading stating the total cargo quantity the vessel could have loaded
- obtain written confirmation from Shippers/Agents that no more cargo is available and vessel is instructed to sail
- immediately notify us and obtain sailing instructions if no confirmation is received from Shippers / Agents.

After completion of loading and sailing from the loading port please advise the breakdown of actual deadweight on completion of loading as per format stated above.

DRAINAGE OF BILGES:

Upon departure from load port, please send short description of bilge pumping system, including number and location of bilges.

During each laden voyage Master is to drain the vessel's bilges on a regular basis and to deliver a corresponding report to the agents on arrival at the port of discharge, clearly stating the quantity of water pumped out during the voyage. Please send the copy of the report to us. Please send the final bilge pumping report at end of each laden voyage to us and the email address:

[vessel.report\(at\)arcelormittal.com](mailto:vessel.report(at)arcelormittal.com).

Please ensure that all shipboard discharging activities are closely monitored and handled strictly in accordance with local legislation and MARPOL requirements.

WE KINDLY ASK YOU TO ACKNOWLEDGE RECEIPT OF THIS MESSAGE AND WISH YOU A BON VOYAGE.
IF YOU HAVE ANY QUESTIONS PLS DO NOT HESITATE TO ASK.

Best Regards
Ship Operations
ArcelorMittal Shipping Operations ,